

Date: July 23, 2008
W.I.: 1121
Referred by: PC

ABSTRACT

Resolution No. 3868

This resolution approves two major elements of the Transportation 2035 Plan:

- Approval of a financially constrained regional investment strategy for an estimated total of \$223 billion, which includes an estimated \$191 billion in committed funds and projects and an estimated \$32 billion in new uncommitted investments, with specific financial targets for maintenance, system efficiency and system expansion
- Approval of High Occupancy Toll (HOT) Network Implementation Principles that outline a policy structure for MTC, the CMAs, Caltrans and others to follow to deliver the network in an expedited time frame

Further information is contained in the Executive Director's memoranda dated July 3, 2008.

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RE: Transportation 2035 Plan: Approval of Financially Constrained Element and HOT Network Implementation Principles

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3868

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, MTC develops a long-range Regional Transportation Plan (RTP), pursuant to Government Code §§ 66513 and 65080; and

WHEREAS, the last major update of the RTP was adopted in February 2005 (MTC Resolution No. 3679); and

WHEREAS, MTC is updating its 2005 RTP, known as the Transportation 2035 Plan; and

WHEREAS, MTC has focused on developing a financially constrained element consistent with federal clean air statutes; and

WHEREAS, MTC has conducted an extensive outreach campaign to develop the Transportation 2035 Plan's financially constrained element, including a regionwide Transportation Summit, focus group sessions, targeted workshops, a web survey, two regionwide telephone polls, day-long Commission workshop and public workshops held in all nine counties; and

WHEREAS, Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length, defines the Transportation 2035 Plan regional financially constrained program for an estimated \$191 billion in committed investments and an estimated \$32 billion in new investments, with specific targets for maintenance, system efficiency and system expansion; and

WHEREAS, the Transportation 2030 Plan supported development of a regional HOT Network to generate funds to close High Occupancy Vehicle (HOV) system gaps and better manage congestion by allowing single occupancy vehicles to use HOV lane capacity for a fee; and

WHEREAS, the Transportation 2035 Plan seeks to develop implementation policies to further develop the HOT Network strategy; and

WHEREAS, Attachments B of this resolution, attached hereto and incorporated herein as though set forth at length, defines HOT Network Implementation Principles that outline a policy structure for MTC, the Congestion Management Agencies (CMAs), Caltrans and others to follow to deliver the network in an expedited time frame; and

WHEREAS, MTC intends to formally adopt the final Transportation 2035 Plan, which will incorporate Attachments A and B, following release and public review of a draft Transportation 2030 Plan; now, therefore be it

RESOLVED, that MTC adopts a financially constrained program for an estimated \$191 billion in committed investments and an estimated \$32 billion in new investments, with specific targets for maintenance, system efficiency and system expansion as set forth in Attachment A; and be it further

RESOLVED, that MTC adopts the HOT Network Implementation Principles, as set forth in Attachment B; and be it further

RESOLVED, MTC intends to formally adopt the final Transportation 2035 Plan, which will incorporate Attachments A and B, following release and public review of a draft Transportation 2030 Plan.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on July 23, 2008.

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Attachment A

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Transportation 2035 Plan
Prior Funding and Project Commitments

Committed Funds - \$191 billion in total	
➤	Locally generated or locally subvented funds are committed.
➤	Transportation funds for operations and maintenance as programmed in the current Transportation Improvement Program
➤	Fund expenditures specified by law, or defined by MTC policy are committed.
Committed Projects	
➤	Projects or project elements fully funded in the current TIP are committed
➤	Resolution 3434 projects are committed (only fully funded projects will be included in the financially constrained element)
➤	Ongoing regional operations programs are committed: <ul style="list-style-type: none">• TransLink®• 511 traveler information• Regional Rideshare Program• Freeway Service Patrol/Call Boxes• Freeway Operations• Transit Connectivity (up to \$10 million)

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Staff Proposal: Investment Plan for the \$31.6 Billion Uncommitted Discretionary Funds (escalated billions \$)

Investment Category	Staff Proposal	% of Total	Rationale
Maintenance			
Transit	\$6.4	20%	Regional investment priority given to vehicles plus 25% of to-be-determined priority guideway (e.g. track and structures) needs
Local Road	\$7.0	22%	Regional investment priority given to MTS pavement needs to maintain current PCI of 64
State Hwy			Assumes State responsibility for funding shortfall need
Subtotal	\$13.4	42%	
Efficiency			
Lifeline	\$0.4	1%	Extends Commission's current 10-year Lifeline commitment (\$300 million, which includes means-based pilot program) to 25 years for a total investment of \$700 million
Regional Bicycle Plan	\$1.0	3%	Fully funds Regional Bike Plan network, excepting toll bridge facilities
Climate Change/PM Reduction Program	\$0.4	1%	Fully funds 5-year Climate Change/Particulate Matter Reduction Program that includes the following elements: 1. Outreach/Incentives Programs - \$27 million/yr 2. Safe Routes to School/Transit - \$ 20 million/yr 3. Transit Priority Program - \$10 million/yr
Planning	\$0.3	1%	Planning funds for CMA and Regional Agencies (ABAG, MTC, BCD C)
TLC	\$2.2	7%	Doubles current program from \$27 million/yr to \$60 million/yr
FPI	\$1.6	5%	Fully funds capital and maintenance/operations costs
Subtotal	\$5.9	19%	
Expansion	\$12.1	38%	Revised HOT revenue estimates increase 25-year projection from \$5.1 billion to \$6.1 billion; STIP/SLPP amount remains at \$6.0 billion
STIP	\$5.7		
SLPP	\$0.3		
HOT	\$6.1		
Cost Risk Contingency	\$0.2	1%	Includes additional contingency for committed projects to cover potential committed projects cost increases
TOTAL	\$31.6		

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High-Occupancy Toll (HOT) Network Implementation Principles

OBJECTIVES

Development and implementation of a Bay Area Express/High-Occupancy Toll (HOT) Network has five primary objectives:

- More effectively manage the region's freeways in order to provide higher vehicle and passenger throughput and reduce delays for those traveling within each travel corridor;
- Provide an efficient, effective, consistent, and seamless system for users of the network;
- Provide benefits to travelers within each corridor commensurate with the revenues collected in that corridor, including expanded travel options and funding to support non-highway options that enhance effectiveness and throughput;
- Implement the Express/HOT Lane Network in the Bay Area, as shown in Exhibit 1 and as amended from time to time, using a rapid delivery approach that takes advantage of the existing highway right of way to deliver the network in an expedited time frame; and
- Toll revenue collected from the HOT network will be used to operate the HOT network; to maintain HOT system equipment and software; to provide transit services and improvements in the corridors; to finance and construct the HOT network; and to provide other corridor improvements.

IMPLEMENTATION

1. Collaboration and Cooperation. To accomplish the objectives requires collaboration and cooperation by numerous agencies at several levels of government, including the Congestion Management Agencies (CMA), Caltrans, California Highway Patrol (CHP) and the Bay Area Toll Authority (BATA). This collaborative process shall establish policies for implementation of the HOT network including, but not limited to, (a) phasing of HOV conversion and HOT construction, (b) phasing of corridor investment plan elements, and (c) occupancy and pricing policies for HOT network operations.
2. Corridor-Based Focus & Implementation. Utilize a corridor-based structure that recognizes commute-sheds and geographic communities of interest as the most effective and user-responsive models for Bay Area Express/HOT Lane facilities implementation.

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3. Reinvestment within the Corridor. Recognize that popular, political and legislative support will rest on demonstrating that the revenues collected in a corridor benefit travelers – including the toll payers – in the corridor through a variety of mechanisms, including additional capital improvements on the freeway and parallel arterials, providing support for transit capital and operations that increase throughput capacity in the corridor, and providing funds for enhanced operations and management of the corridor.
4. Corridor Investment Plans. Corridor Investment Plans, developed by stakeholder agencies within the corridor, will direct reinvestment of revenues to capital and operating programs serving the corridor, commensurate with the revenue generated by each corridor.
5. Simple System. Users deserve a simple, consistent and efficient system that is easy to use and includes the following elements: (a) consistent geometric design; (b) consistent signage; (c) safe and simple operations; (d) common technology; and (e) common marketing, logo and terminology.
6. Toll Collection. BATA shall be responsible for toll collection.
7. Financing. A collaborative process will determine the best financing mechanism, which could include using the state owned toll bridge enterprise as a financing pledge to construct the network.

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Exhibit 1: Bay Area HOT Network

